

2005

**Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates**

where available

Special Locality Report

106

City of Colonial Heights

Prepared By

**Virginia Department of Transportation
Traffic Engineering Division**

In Cooperation With

**U.S. Department of Transportation
Federal Highway Administration**

Virginia Department of Transportation
Traffic Engineering Division
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled “Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes” includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled “Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99”.

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people of the VDOT Traffic Engineering Division Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT Traffic Engineering Division Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is “R”, the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

 US Route

 Virginia State Route

 Frontage Road (F precedes frontage route number)

 Secondary Route

Special Routes

 Bus - Business Route

Bypass - Bypass Route

Truck - Truck Route

 ALT - Alternate Route

Wye - Wye Route connector

 P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

 The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

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Annual Average Daily Traffic Volume Estimates By Section of Route
City of Colonial Heights

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
1 301 Boulevard	City of Colonial Heights	0.53	11000	G	99%	0%	0%	0%	0%	0%	F	0.088	F	0.579	11000	G
1 301 Boulevard	City of Colonial Heights	0.40	24000	G	99%	0%	0%	0%	0%	0%	F	0.087	F	0.504	26000	G
1 301 Boulevard	City of Colonial Heights	0.33	25000	A	99%	0%	0%	0%	0%	0%	C	0.098	A	0.523	26000	A
1 301 Boulevard	City of Colonial Heights	0.26	27000	G	99%	0%	0%	0%	0%	0%	F	0.086	F	0.505	29000	G
1 301 144 Boulevard	City of Colonial Heights	0.74	24000	G	99%	0%	0%	0%	0%	0%	F	0.093	F	0.544	27000	G
1 301 144 Boulevard	City of Colonial Heights	0.17	23000	G	99%	0%	0%	0%	0%	0%	F	0.088	F	0.502	25000	G
1 301 144 Boulevard	City of Colonial Heights	0.19	28000	G	99%	0%	0%	0%	0%	0%	F	0.088	F	0.505	31000	G
1 301 144 Boulevard	City of Colonial Heights	0.62	26000	G	99%	0%	0%	0%	0%	0%	F	0.089	F	0.520	28000	G
1 301 144 Boulevard	To: NCL Colonial Heights															
North 95	From: NCL Petersburg															
North 95	City of Colonial Heights (Maint: 20)	0.21	52000	F	89%	1%	1%	1%	8%	0%	F	0.078	F		52000	F
North 95	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	98000		F	89%	1%	1%	1%	8%	0%	F	NA			98000	F
North 95	From: Southpark Blvd															
North 95	City of Colonial Heights (Maint: 20)	0.98	41000	G	89%	1%	1%	1%	8%	0%	F	0.079	F		41000	G
North 95	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	80000		G	89%	1%	1%	1%	8%	0%	F	NA			79000	G
North 95	From: SR 144 Temple Ave															
North 95	City of Colonial Heights (Maint: 20)	2.38	45000	A	89%	1%	1%	1%	8%	0%	C	0.088	A		45000	A
North 95	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	90000		A	89%	1%	1%	1%	8%	0%	C	NA			90000	A
South 95	To: NCL Colonial Heights															
South 95	From: NCL Petersburg															
South 95	City of Colonial Heights (Maint: 20)	0.37	46000	F	89%	1%	1%	1%	9%	0%	F	0.08	F		46000	F
South 95	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	98000		F	89%	1%	1%	1%	8%	0%	F	NA			98000	F
South 95	From: Southpark Blvd															
South 95	City of Colonial Heights (Maint: 20)	1.05	38000	G	89%	1%	1%	1%	9%	0%	F	0.079	F		38000	G
South 95	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	80000		G	89%	1%	1%	1%	8%	0%	F	NA			79000	G
South 95	From: SR 144 Temple Ave															
South 95	City of Colonial Heights (Maint: 20)	2.15	45000	A	89%	1%	1%	1%	9%	0%	C	0.095	A		45000	A
South 95	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	90000		A	89%	1%	1%	1%	8%	0%	C	NA			90000	A
South 95	To: NCL Colonial Heights															

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							2Axle	3+Axle	1Trail	2Trail						
144 Temple Ave	City of Colonial Heights	0.93	27000	G	98%	0%	0%	1%	1%	0%	F	0.093	F	0.605	28000	G
144 Temple Ave	City of Colonial Heights	0.37	32000	G	98%	0%	0%	1%	1%	0%	F	0.086	F	0.541	33000	G
144 Temple Ave	City of Colonial Heights	0.50	27000	G	98%	0%	0%	1%	1%	0%	F	0.087	F	0.538	28000	G
144 1 301 Boulevard	City of Colonial Heights	0.74	24000	G	99%	0%	0%	0%	0%	0%	F	0.093	F	0.544	27000	G
144 1 301 Boulevard	City of Colonial Heights	0.17	23000	G	99%	0%	0%	0%	0%	0%	F	0.088	F	0.502	25000	G
144 1 301 Boulevard	City of Colonial Heights	0.19	28000	G	99%	0%	0%	0%	0%	0%	F	0.088	F	0.505	31000	G
144 1 301 Boulevard	City of Colonial Heights	0.62	26000	G	99%	0%	0%	0%	0%	0%	F	0.089	F	0.520	28000	G
301 1 Boulevard	City of Colonial Heights	0.53	11000	G	99%	0%	0%	0%	0%	0%	F	0.088	F	0.579	11000	G
301 1 Boulevard	City of Colonial Heights	0.40	24000	G	99%	0%	0%	0%	0%	0%	F	0.087	F	0.504	26000	G
301 1 Boulevard	City of Colonial Heights	0.33	25000	A	99%	0%	0%	0%	0%	0%	C	0.098	A	0.523	26000	A
301 1 Boulevard	City of Colonial Heights	0.26	27000	G	99%	0%	0%	0%	0%	0%	F	0.086	F	0.505	29000	G
301 1 144 Boulevard	City of Colonial Heights	0.74	24000	G	99%	0%	0%	0%	0%	0%	F	0.093	F	0.544	27000	G
301 1 144 Boulevard	City of Colonial Heights	0.17	23000	G	99%	0%	0%	0%	0%	0%	F	0.088	F	0.502	25000	G
301 1 144 Boulevard	City of Colonial Heights	0.19	28000	G	99%	0%	0%	0%	0%	0%	F	0.088	F	0.505	31000	G
301 1 144 Boulevard	City of Colonial Heights	0.62	26000	G	99%	0%	0%	0%	0%	0%	F	0.089	F	0.520	28000	G

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
City of Colonial Heights																
(1) C H Dimmock Pkwy	0.69	12000	G	99%	0%	1%	0%	0%	0%	F	0.092	F	0.526	13000	G	2005
			From:	Southpark Blvd								To:	Temple Ave			
(2) Southpark Blvd	0.31	21000	G	99%	0%	1%	0%	0%	0%	F	0.093	F	0.506	23000	G	2005
			From:	NB Ramp To I-95								To:	South Ave			
(2) Southpark Blvd	0.25	21000	G	99%	0%	1%	0%	0%	0%	F	0.094	F	0.532	23000	G	2005
			From:	C H Dimmock Pkwy								To:	Southpark Circle			
(2) Southpark Blvd	0.05	12000	G	99%	0%	1%	0%	0%	0%	F	0.099	F	0.585	13000	G	2005
			To:	Temple Ave								From:	Forestview Dr			
(4) Sherwood Dr	0.25	3900	G	99%	0%	1%	0%	0%	0%	C	0.1	F	0.586	4300	G	2005
			To:	US 1 Boulevard								From:	WCL Colonial Heights			
(9020) Dupuy Ave	0.42	15000	G	98%	0%	0%	0%	0%	0%	C	0.087	F	0.512	16000	G	2005
			To:	US 1 Boulevard								From:	US 1 Boulevard			
(9024) Westover Ave	0.66	6300	G	99%	0%	0%	0%	0%	0%	C	0.097	F	0.55	6900	G	2005
			To:	Conduit Rd								From:	WCL Colonial Heights			
(9026) Branders Bridge Road	0.30	5200	G	99%	0%	0%	0%	0%	0%	C	0.098	F	0.563	5700	G	2005
			To:	US 1 Boulevard								From:	WCL Colonial Heights			
(9030) Lakeview Ave	0.85	8200	G	99%	0%	0%	0%	0%	0%	C	0.096	F	0.625	8900	G	2005
			To:	US 1 Boulevard								From:	US 1 Boulevard			
(9032) E Ellerslie Ave	1.15	17000	G	99%	0%	0%	0%	0%	0%	C	0.139	F	0.528	19000	G	2005
			To:	Conduit Rd								From:	US 1 Boulevard			
(9035) Washington Ave	0.37	420	G	98%	0%	1%	1%	0%	0%	C	0.125	F	0.6	460	G	2005
			To:	Stuart Ave								From:	Washington Ave			
(9035) Stuart Ave	0.10	860	G	98%	0%	1%	1%	0%	0%	F	0.117	F	0.570	950	G	2005
			To:	Bristol Ave								From:	Stuart Ave			
(9035) Stuart Ave	0.05	1700	G	98%	0%	1%	1%	0%	0%	F	0.115	F	0.530	1900	G	2005
			To:	Ivey Ave								From:	Stuart Ave			
(9035) Conduit Rd	0.24	2400	G	98%	0%	1%	1%	0%	0%	F	0.121	F	0.563	2600	G	2005
			To:	Lynchburg Ave								From:	Conduit Rd			
(9035) Conduit Rd	0.22	5400	G	97%	1%	1%	0%	1%	0%	C	0.107	F	0.512	5900	G	2005
			To:	Westover Ave								From:	Westover Ave			
(9035) Conduit Rd	0.47	9800	G	98%	0%	1%	1%	0%	0%	F	0.101	F	0.500	11000	G	2005
			To:	Temple Ave								From:	Temple Ave			
(9035) Conduit Rd	0.54	21000	G	98%	0%	1%	1%	0%	0%	F	0.095	F	0.61	23000	G	2005
			To:	E Ellerslie Ave								From:	Conduit Rd			
(9035) Conduit Rd	2.02	4600	G	98%	1%	1%	0%	0%	0%	C	0.114	F	0.615	5000	G	2005
			To:	Dunston Point Pkwy								From:	Waterfront Driveway			
(9035) Dunston Point Pkwy	0.28	620	G	98%	1%	1%	0%	0%	0%	F	0.106	F	0.517	680	G	2005
			To:	Comstock Drive								From:	Dunston Point Pkwy			
(9037) Hamilton Ave	0.67	490	G	98%	1%	1%	0%	0%	0%	C	0.116	F	0.563	540	G	2005
			To:	E Westover Ave								From:	Hamilton Ave			
(9037) Hamilton Ave	0.55	2200	G	98%	1%	1%	0%	0%	0%	F	0.099	F	0.511	2400	G	2005
			To:	Temple Ave								From:	Temple Ave			

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						2Axle	3+Axle	1Trail	2Trail							
City of Colonial Heights																
(906) Lynchburg Ave	0.65	1200	G	99%	1%	0%	0%	0%	0%	C	0.098	F	0.507	1400	G	2005
						From:	US 1 Boulevard									
						To:	Conduit Rd									
Covington Road	580	580	G	99%	0%	0%	0%	1%	0%	C	0.103	F	0.525	580	G	2005
						From:	Cedarwood Ave									
						To:	Appomatox Dr									
Elmwood Drive	590	590	G	100%	0%	0%	0%	0%	0%	C	0.096	F	0.746	590	G	2005
						From:	Greenwood Ave									
						To:	Cedarwood Ave									
Forestview Dr	360	360	G	98%	1%	1%	0%	0%	0%	C	0.123	F	0.688	360	G	2005
						From:	Sherwood Ave									
						To:	Brookhill Ave									
James Ave	1600	1600	G								0.116	F		1800	G	2005
						From:	US 1									
						To:	Hamilton Ave									
Lafayette Ave	350	350	G								0.127	F		380	G	2005
						From:	US 1									
						To:	Danville Ave									
Longhorn Avenue	790	790	G	98%	0%	1%	0%	0%	0%	C	0.098	F	0.558	790	G	2005
						From:	Angus Lane									
						To:	Honeycreek Ct									
Maple Avenue	1300	1300	G	98%	0%	1%	0%	0%	0%	C	0.089	F	0.560	1300	G	2005
						From:	Meridian Ave									
						To:	Cottage Grove Ave									
Richmond Ave	580	580	G								0.11	F		630	G	2005
						From:	US 1									
						To:	Hill Pl.									
Riverview Road	150	150	G								0.12	F	0.6	150	G	2005
						From:	Roslyn Ave									
						To:	Pinehurst Ave									
Snead Ave	1300	1300	G								0.104	F		1400	G	2005
						From:	Walnut Ave									
						To:	MacArthur Ave									
Swift Creek Lane	840	840	G	99%	0%	1%	0%	0%	0%	C	0.096	F	0.561	840	G	2005
						From:	Flintlock Dr									
						To:	Biltmore Dr									
W Roslyn Ave	540	540	G								0.114	F	0.585	590	G	2005
						From:	Conduit Rd									
						To:	Washington Ave									
Walnut Ave	210	210	G								0.141	F		230	G	2005
						From:	Hamilton Ave									
						To:	Elk Ave									
White Bank Road	420	420	G	98%	0%	1%	0%	0%	0%	C	0.207	F	0.990	420	G	2005
						From:	Moose Ave									
						To:	Dunston Point Pkwy									
Wrights Ave	520	520	G								0.121	F		570	G	2005
						From:	Meridian Ave									
						To:	Battery Pl									